



Chicago Metropolitan
Agency for Planning

The Congestion Mitigation and Air Quality Improvement Program

CMAQ

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Introductions

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Planning Liaisons

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About CMAP

- Established in 2005 by the State of Illinois with support from the region's mayors.
- Central purpose is to better integrate planning for land use and transportation.
- CMAP's staff was created by merging the Northeastern Illinois Planning Commission (NIPC) and Chicago Area Transportation Study (CATS).
- New, streamlined regional agency serves seven counties that make up the third largest U.S. metropolitan region
 - Seven counties
 - 284 municipalities



CMAP Committee Structure



GO TO 2040 Overview



- Challenges and Opportunities
- Recommendation chapters:
 1. Livable Communities
 2. Regional Mobility
 3. Human Capital
 4. Efficient Governance
 - Each chapter has a set of strategic policy recommendations
- Context and Best Practices

CMAQ Goals



To improve
Air Quality
and Mitigate
Congestion

GO TO 2040 Focused Programming Approach

- Five Year Program of Projects
- GO TO 2040 Support Form
 - Local/Sub-regional Plan consistent with GO TO 2040
- Program Focus Groups
 - Regional Transportation Operations Coalition (RTOC)
 - Bicycle/Pedestrian Taskforce
 - Ad Hoc Transit Group
 - Ad Hoc Direct Emissions Reduction

GO TO 2040

Objectives

- Localized Congestion Relief
- Operational Improvements
- Mode Shift
- Direct Emissions Reduction



GO TO 2040 Recommendations

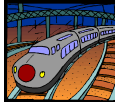
- Many elements of livability can be supported through planning for land use and housing, including: support for transportation options including walking, bicycling, and transit; and
- A limited number of major capital expansions on the expressway and transit systems should be pursued.



GO TO 2040 Action Areas

- Adopt best practices in new technologies
- Widely implement traveler information systems
- Establish seamless coordination between modes
- Include transit components as part of major highway capital projects
- Focus investment on maintenance and modernization (*note that projects consisting solely of maintenance are not eligible for CMAQ funding*)
- Prioritize and implement the CREATE Program
- Implement high-priority transit projects

Project Sponsors/Direct Identification



- All sponsors must be a government or state agency.
 - Private sector applications are welcome but must have a public sponsor
- Program Focus Groups can Directly Identify projects
 - To assist in implementing action areas of GO TO 2040
 - Must identify a sponsor
 - Review applications received from call for projects for consistency with GO TO 2040.

Application Materials



- Application based on project type
- Project Scoping Report
- Milestone Schedule
- GO TO 2040 Support Form

Application Rejection

- Lack of project scoping report for traffic flow improvements, commuter parking, and bicycle/pedestrian projects.
- Lack of review by Planning Liaison for local sponsors
- Lack of Input Module Worksheets for before and after the improvement for traffic flow improvement projects
- Incomplete Project Financing & CMAQ Funding Request section

Ranking

- Primary criterion is cost per kilogram of Volatile Organic Compound (VOC) removed
- Nitrogen Oxide (Nox) reductions, Particulate Matter (PM) reductions, VMT reductions and trips eliminated are secondary criteria
- Program Focus Group prioritization
- Cost is total project cost, not federal share
- Projects are ranked against others of the same type



Boosting your chances

- Project is ready to go
- Letters from cosponsors with funding commitments are helpful
- Project supports goals and action areas in GO TO 2040. Should be included in a local or sub-regional plan/program that is consistent with GO TO 2040.
- Support letters are not necessary



Deadlines

- Local Sponsors
 - Municipalities
 - School Districts
 - Park Districts
 - Forest Preserve/Conservation Districts



March 18, 2011 to Planning Liaison

The planning liaison will follow up regarding any missing information and submit to CMAP by April 1, 2011.

All other applications are due to CMAP by April 1, 2011

Approval Schedule

Task	Date
MPO Policy Committee approve Directed Programming	January 13, 2011
Program Focus Groups	January – June 2011
Initial meeting	• February, 2011
As needed to ID evaluation measures (focused on GO TO 2040)	• February – March, 2011
Direct identification of projects	• March – April, 2011
Directed Call for Projects	February – March 2011
Proposals due to Planning Liaison	• March 18, 2011
Proposals due to CMAP	• April 1, 2011
Conduct emissions benefits analysis on projects	April – June 2011
CMAP PSC develops proposed program	July 2011
Transportation Committee releases proposed program for public comment	August 5, 2011
Respond to public comments; revised program to CMAP PSC	September 2011
Revised program to Transportation Committee for recommendation to MPO Policy Committee	September 30, 2011
MPO Policy Committee Consideration of Approval	October 12, 2011
Eligibility Determination	October/November 2011

Active Program Management

- Project Status Updates (May, Oct)
- Obligations by end of Federal Fiscal Year
- Initiation Meeting
- Job Request Forms
- If any of the deadlines are not met, the project will be considered for removal from the program



Frequently Asked Questions

- Is my project eligible?
- Why does my project not rank well?
- Can I change my project?
 - Cost
 - Scope
- Can I change the year of my project?
- How well will my project rank?

Questions?

- Staff will be available for project specific questions after the meeting.